

If they exact extra service, it is to their own interest, and the men have a perfect right to demand time and one-half time for that service.

BY W. C. LEE

President of the Brotherhood of Railway Trainmen

Cleveland, Aug. 4.—Railroad trainmen regard the shorter work day in exactly the same way other men have considered it.

They have had opportunity to know for themselves the advantages that follow a reduction in the number of hours of work; they remember when there was no limit to the hours and they know how they paid the penalty; they realize that with the endless day they were not as well off as they now are with the 10-hour day, and with the lessons of years to prove it, they stand for the shorter work day as a humane, just proposition, which they consistently demand on the ground that eight hours' service at a time is all the man can give with fairness to himself if he is to retain his mental and physical health, enjoy a part of his own time to his own advantage and that of his family, and remain alert and active, the better to perform service and to have some hope of remaining a wage worker several years more than he knows he now has.

BY A. B. GARRETSON

President of the Order of Railway Conductors

Cedar Rapids, Iowa, Aug. 4.—What the eight-hour day means to the trainmen and enginemen of the country is the opportunity to live in human companionship with their families, to have some of the privileges of leisure that men engaged in other pursuits enjoy, to be relieved of inhuman hours, to gain the benefits, social, hygienic and industrial, that come with a reasonable time for employment, for rest and for recreation.

The punitive overtime is nothing but the effort to make the employment of men for long hours uneconom-

omic and therefore from the employers' standpoint undesirable.

An increase in the rate of wages would mean more money to spend. This would not compensate the men for the onerous conditions under which they serve, and they are thus placing betterment of conditions above a higher rate of pay in the scale of desirability.

CALLS GOV'T OWNERSHIP OF RAILROADS THE SOLUTION

Government ownership of the railroads is the only proper solution of the railroad strike dilemma, says W. H. Lockwood, one of Chicago's leading business and president of the Yale & Towne Mfg. Co., makers of Yale locks.

Big financiers and business men have mostly opposed public ownership, for if the roads were owned by the government the days of making millions by wrecking roads, watering stock, slicing illegitimate melons and manipulating stock in Wall street would be at an end. The arrival of public ownership would force the departure of major graft in railroad financing.

Lockwood mentions overcapitalization and financial chicanery as reasons for his favoring public ownership.

"Every few years the bugaboo of a railroad strike beclouds the horizon of business," said Lockwood. "If the government owned the railroads there would be none of this."

"The government could afford to pay the railroad workers better wages, when it may be true that many of the private corporations that own the roads cannot afford to meet the increase demands of the men."

"The government would have no interest in heavy capitalization to meet. It could run the roads to return a profit and at the same time pay the men a just wage."

A dozen fellow members of Lockwood in the Ass'n of Commerce when